

Archaeological desk-based
assessment of
14, King Street,
Smethwick,
Sandwell,
West Midlands



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Elizabeth Connolly

Summary

A desk-based assessment for the historic environment was undertaken at 14, King Street, Smethwick, Sandwell, West Midlands (NGR 40275 28925), behalf of Brooke Smith Planning, on behalf of their client, New Heritage Ltd, in response to requirements of Sandwell Metropolitan District Council, to whom a planning application will be submitted. This proposed development will involve the demolition of the existing warehouse units and office building and the erection of an extension to the existing banqueting suite (8, Downing Street) with associated car parking, landscaping and access. This report describes and assesses the significance of the heritage assets (and potential heritage assets) that are potentially affected by the application. The setting of heritage assets is considered. The potential impact of the application, and the need for further on-site evaluation, is assessed.

The site lies c 1km to the north-east of Smethwick town centre. On a map of 1828 the site is depicted as an area of gardens to the north of the Birmingham and Smethwick canal, which had been completed the previous year. The setting of the site shown is rural in nature comprising sinuous roads crossing an agricultural landscape. Throughout the 19th century the area became increasingly industrialised as large companies such as Richard Evered & Son tube makers, and The Birmingham Wagon Co. set up in the area. The railway arrived in Smethwick in 1852.

By the time of the 1st edition Ordnance Survey map the site lies within an area of terraced housing. The eastern part of the site is an area of terraces fronting onto Mornington Road to the east whilst the larger part of the site appears to have been open ground with mature trees. By 1904 King Street is partially built as a close and subsequently it is widened and extended to become a street. In the second half of the 20th century the terraces were demolished, probably following the Housing Act of 1936, which aimed to remove unsuitable housing. The area was then used for light industry until the recent construction of the banqueting suite.

It is concluded that, apart from the potential survival of the foundations of the back walls of late 19th century to early 20th century terraced houses and outhouses, there is little potential for the survival of archaeological remains on the site. It is not considered that the proposed development will have a significant impact on the setting of heritage assets within the study area.

Report

1 Background

1.1 Reasons for the project

A desk-based assessment for the historic environment was undertaken at 14, King Street, Smethwick, Sandwell, West Midlands (NGR 40275 28925). It was undertaken on behalf Brooke Smith Planning, on behalf of their client, New Heritage Ltd, to support of a planning application to Sandwell Metropolitan District Council. The proposed development will involve the demolition of the existing warehouse units and the erection of an extension to the existing banqueting suite (8, Downing Street) with associated car parking, landscaping and access.

The project conforms to a Written Scheme of Investigation (WSI) prepared by Worcestershire Archaeology (WA 2014). The project also conforms to the *Standard and guidance for historic environment desk-based assessment* (IfA 2012).

1.2 Planning background

Present government planning policy is contained within the *National Planning Policy Framework* (DCLG 2012). This is supplemented by detailed guidance which had related to earlier government policy but which is at least partially still relevant to the present policy (DCLG/DCMS/EH 2010).

Sandwell Metropolitan Borough Council's Site Allocations and Delivery Development Plan Document requires that "for Areas of Potential Archaeological Importance (APAI) and any other areas where the Council considers there to be archaeological potential, the local planning authority will require archaeological information (derived, if necessary, from an archaeological evaluation), prior to the determination of planning applications."

2 Aims

The aims of this assessment are to:

- Collect relevant information relating to the historic potential of the proposed development area;
- Assess the potential significance of any heritage assets;
- Assess the impact of the proposed development on these heritage assets;
- Recommend mitigation measures to the Client, to offset detrimental effects of the development

3 Methods

3.1 Personnel

The assessment was undertaken by Elizabeth Connolly MA; who joined Worcestershire Archaeology in 2013 and has been practicing archaeology since 1999. The project manager responsible for the quality of the project was Tom Vaughan MA AlfA who joined Worcestershire Archaeology in 2001 and has been practising archaeology since 1991. Illustrations were prepared by Carolyn Hunt BSc MIfA.

3.2 Documentary research

All relevant information on the history of the site and past land-use was collected and assessed. Records of known archaeological sites and monuments within 250m of the site were obtained from Sandwell Historic Environment Record (HER) and this is referred to as the study area. Historic maps and published sources were consulted at Sandwell Archives, Smethwick.

The results are mapped on Figure 3 and the details of individual features of the historic environment are given in Appendix 1. HER references have been used throughout this assessment. Heritage assets identified during the course of this assessment that are not listed on

the HER are referred to as Additional Heritage Assets (AHA), details of which are given in Appendix 2.

3.3 List of sources consulted

Cartographic sources

- with additional details researched by Smethwick Local History Society (laminated copy at Sandwell Archives)
- Tithe map of the Township of Smethwick in the Parish of Harborne, 1842
- Ordnance Survey 1st edition map of Staffordshire, 1887. Scale 1:2500.
- Ordnance Survey map of Staffordshire, 1888. Scale 1:500.
- Ordnance Survey map of Staffordshire, 1904. Scale 1:2,500.
- Ordnance Survey map of Staffordshire, 1917. Scale 1:2,500.
- Ordnance Survey map of Staffordshire, 1937. Scale 1:2,500.

Documentary sources

- DCLG 2012 *National Planning Policy Framework*, Department for Communities and Local Government
- DCLG/DCMS/EH 2010 *PPS5 Planning for the historic environment: historic environment planning practice guide*, Department for Communities and Local Government/Department for Culture, Media and Sport/English Heritage
- English Heritage 2011 *The setting of heritage assets*, English Heritage
- Geology of Britain viewer at <https://www.bgs.ac.uk/discoveringGeology/geologyOfBritain/viewer.html> accessed 1 April 2014
- IfA 2012 *Standard and guidance for historic environment desk-based assessment*, Institute for Archaeologists, updated 16 November 2012
- Ragg, J M, Beard, G R, George, H, Heaven, F W, Hollis, J M, Jones, R J A, Palmer, R C, Reeve, M J, Robson, J D, and Whitfield, W A D, 1984 *Soils and their use in midland and western England*, Soil Survey of England and Wales, 12
- VCH M W Greenslade (ed), 1913 *Victoria History of the County of Staffordshire* accessed online at <http://www.british-history.ac.uk>
- WA 2014 *Written Scheme of Investigation for a desk based assessment at 14 King St., Smethwick, Sandwell*, West Midlands, Worcestershire Archaeology, Worcestershire County Council, unpublished document dated 11 March 2014, P4314
- Upson, A, 2003 *Smethwick Summit, Galton Valley, Conservation Area. Appraisal and Boundary Review*. Sandwell Metropolitan Borough Council, accessed online.

3.4 Other methods

A site visit was undertaken on 26 March 2014

This assessment is limited to consideration of heritage assets and potential assets that are relevant to the application site.

3.5 Impact assessment criteria

The criteria cited in Table 1 have been used.

<p>Major Beneficial: Demonstrable improvement to a designated heritage asset of the highest order (or its setting), or non-designated asset (or its setting) of archaeological interest of demonstrable significance equal to that of a scheduled monument. Designated assets will include scheduled monuments, grade I/II* listed buildings, grade I/II* registered parks and gardens, registered battlefields, protected wrecks or World Heritage Sites. Improvement may be in the asset's management, its amenity value, setting, or documentation (for instance enhancing its research value). It may also be in better revealing a World Heritage Site or Conservation Area's significance.</p>
<p>Beneficial: Demonstrable improvement to a designated heritage asset (or its setting), or non-designated asset (or its setting) of archaeological interest such that the level of improvement will demonstrably have a minor affect the area and its heritage resource, either at a local or regional level. For instance grade II listed buildings, Conservation Areas and undesignated heritage assets important at a sub-national level. Improvement may be in the asset's management, its amenity value, setting, or documentation (for instance enhancing its research value).</p>
<p>Not Significant: Impacts that have no long-term effect on any heritage asset.</p>
<p>Minor Adverse: Minor harm to a designated heritage asset (or its setting), or non-designated asset (or its setting) of archaeological interest such that the level of harm will demonstrably have a minor affect the area and its heritage resource, either at a local or regional level. For instance grade II listed buildings, Conservation Areas and undesignated heritage assets important at a sub-national level.</p>
<p>Moderate Adverse: Minor harm to a designated heritage asset (or its setting) of the highest significance, or non-designated asset (or its setting) of archaeological interest of demonstrable significance equal to that of a scheduled monument. For instance scheduled monuments, grade I/II* listed buildings, grade I/II* registered parks and gardens, registered battlefields, protected wrecks or World Heritage Sites.</p> <p>Harm to a designated heritage asset (or its setting), or non-designated asset (or its setting) of archaeological interest such that the level of harm will demonstrably affect the area and its heritage resource, either at a local or regional level. For instance grade II listed buildings, Conservation Areas and undesignated heritage assets important at a sub-national level.</p>
<p>Major Adverse: Harm to a designated heritage asset (or its setting) of the highest significance, or non-designated asset (or its setting) of archaeological interest of demonstrable significance equal to that of a scheduled monument. For instance scheduled monuments, grade I/II* listed buildings, grade I/II* registered parks and gardens, registered battlefields, protected wrecks, World Heritage Sites or harm to a building or other element that makes a positive contribution to the significance of a Conservation Area as a whole.</p> <p>Substantial harm to, or loss of, a designated heritage asset (or its setting), or non-designated asset (or its setting) of archaeological interest such that the level of harm or loss will demonstrably affect the area and its heritage resource, either at a local or regional level. For instance grade II listed buildings, Conservation Areas and undesignated heritage assets important at a sub-national level.</p>
<p>Severe Adverse: Substantial harm to, or loss of, a designated heritage asset (or its setting) of the highest significance, or non-designated asset (or its setting) of archaeological interest of demonstrable significance equal to that of a scheduled monument. For instance scheduled monuments, grade I/II* listed buildings, grade I/II* registered parks and gardens, registered battlefields, protected wrecks, World Heritage Sites or the loss of a building or other element that makes a positive contribution to the significance of a Conservation Area as a whole.</p>
<p>Unknown: Where there is insufficient information to determine either significance or impact for any heritage asset, or where a heritage asset is likely to exist but this has not been established, or where there is insufficient evidence for the absence of a heritage asset. For instance where further information will enable the planning authority to make an informed decision.</p>

Table 1: Impact assessment criteria for heritage asset

4 The application site

4.1 Location and size

The study area included the application site (Figs 1 and 2), though heritage assets were considered within 250m of the site in order to provide a broader understanding of the local context (Fig 3). The site is c 4,000 square metres in area.

4.2 Topography, geology and soils

The site of the proposed development lies on bedrock of undifferentiated Triassic rocks, of interbedded sand stone and conglomerate. The superficial deposits comprise Diamicton till, formed up to 3 million years ago in the Quaternary period. From the Geology of Britain viewer at <https://www.bgs.ac.uk/discoveringGeology/geologyOfBritain/viewer.html> accessed 1 April 2014.

The site is located to the north of the Smethwick Summit, where several canal locks were designed on the Birmingham Canal by James Brindley in the 18th century and later Thomas Telford in the mid 19th century to overcome the engineering problems caused by the change in ground level.

4.3 Current land-use

The site of the proposed development is located in a mixed area of light industrial units, with patches of waste ground and unused factories and warehousing. The site occupies two plots between King Street to the west, Mornington Road to the east and Downing Street to the south.

The existing Prestige Suite (Plate 1), a large modern building, occupies the plot to the south, facing onto Downing Street, with car parking spaces to the front and the rear. The northern plot is currently occupied by unused warehouses and an office building, with associated car parking. The ground rises gradually from south-east to north-west. There is a noticeable difference in ground level between the two plots, with the plot to the north revetted by a concrete facing, c 0.5m high, beneath a metal rail fence, while the ground level continues to rise gradually northwards (Plate 2).

The northern plot is occupied by Melbourne House, an unoccupied flat-roofed, brick-built office building, to the north-west of the site, with sheds; some galvanised steel and one brick built with a concrete lintel, to the east. The rest of the site is open with a tarmac surface. There is a modern brick wall to the rear of the site, shared with a garage and a yard.

4.4 Historic land-use and archaeological character

The following history of Smethwick is largely derived from the Victoria County History of Staffordshire (1976).

Smethwick was originally a township within the parish of Harborne to the west of Birmingham. The name Smethwick has been variously interpreted as 'the smith's dwelling' or the 'village on the plain'. Before the 19th century Smethwick was a thinly populated rural area and in 1675 it was described as a 'discontinued village', strung out along the Birmingham-Dudley road. The first church was opened in 1732. The cutting of the Birmingham canal through the northern part of the township in 1768-9 brought some industrial development. As a result there was a sharp rise in the population of the district although by the early 19th century settlement was still scattered. Mixed farming was still the main occupation until then, though it was often combined with other pursuits such as nailing and inn-keeping. The northern part of Smethwick was crossed by the stretch of the Birmingham Canal built by James Brindley in 1768-9. At first the plan was to tunnel through the high ground in the north-west, but Brindley encountered 'running sand and other bad materials' and instead used 'locks and fire engines'. In 1788-90 the number of locks at either end of the mile-long summit level was reduced by means of a new line through a cutting.

The line of the canal between Birmingham and Smethwick was straightened as part of Thomas Telford's improvements from 1824 and completed in 1827. Telford also by-passed the summit by making a new line from a point east of Rolfe Street through a deep cutting south of the first canal; it was completed in 1829. To carry Roebuck Lane over the new cutting Telford built the cast-iron Galton Bridge in 1828-9, which with its span of 154 feet was the longest canal bridge in the world. The new line passes under the old canal at the former Spon Lane basin on the north-western boundary of Smethwick.

The number of industries continued to increase, particularly as a result of Telford's new canal. Development was very rapid in the 1830s with the New Village growing up on either side of the Birmingham to Dudley road north of the old centre round Bearwood Hill. The first railway through the town was completed in 1852. In the early 1870s, Smethwick and Dudley Port 'with a thousand

swarming hives of metallurgical industries... too numerous to mention', were contrasted with other Black Country towns which specialised in one or two specific types of metalware. Several firms associated with metalwork and engineering became established in the town, James Watt having opened the Soho Foundry there in the late 1790s 'for the purpose of casting everything related to our steam engines'. Several firms in Smethwick were engaged in the manufacture of metal bedsteads.

The tube-making firm of Richard Evered & Son (since 1874 Evered & Co. Ltd.) came to Smethwick in 1866, a well established firm needing larger works, the firm took a three-storey factory in Smethwick known as the Manchester Works, which stood between Lewisham Road and the old Birmingham Canal on part of the former Ruck of Stones estate (HER 13467-MBL5362; 13475-MBL5370; 13473-MBL5368). The building was adapted and renamed the Surrey Works. Many types of brass tubes and fittings were produced, but brass bedsteads became the speciality. In 1885 the firm added more workshops for bedstead manufacture. A cot department was added in 1894. In 1908 Evereds were making gas, water, and electric fittings, brass and copper tubes, and 'general brass-foundry of every description' as well as cots and bedsteads. Between the two World Wars the firm concentrated all its production at Smethwick and the Surrey Works was considerably extended. In the late 1960s the firm made non-ferrous tubes and strips, gas and water fittings, builders' hardware, plastic mouldings, and plumbers' brass foundry. There were c 1,000 employees.

The Birmingham Wagon Co. Ltd., the site of which lay c 250m to the north of the development site (HER-DSD627) came to Smethwick in 1864 and became one of the most important employers in the town. It had been launched ten years earlier by a group of Birmingham businessmen who were the first people to appreciate the potential market open to a company offering railway wagons for hire as well as for sale. A 10-acre site was purchased in Smethwick and in 1864 a small works was built. The business expanded rapidly. Railway carriages were made from 1876 and tram-cars from about the same date; the company therefore changed its name in 1878 to the Birmingham Railway Carriage and Wagon Co. Ltd. Between the later 1880s and 1902 the works was extended over the Handsworth boundary; later it filled the area between the railway, and Middlemore, Mornington, and Wattville Roads. By the last decades of the 19th century the firm had become one of the country's leading manufacturers of rolling-stock, a position that it maintained until after the Second World War. In 1963 the works, which covered 56 acres, was closed. The site was redeveloped as the Middlemore Industrial Estate.

Another major employer in this area was Chance's Glassworks. Their most notable achievement was the introduction into England of the regular manufacture of sheet glass as an alternative to crown-glass. Production began in 1832 with the aid of French and Belgian workers. Chance's sheet glass was used for Joseph Paxton's Crystal Palace in 1851, the firm having already supplied glass for Paxton's experiments in glass building at Chatsworth, Derbyshire. From the 1850s the making of lighthouse glass was developed at the works. An 80-foot brick tower was built where the lights could be tested.

With industry came housing development, with workers being accommodated in rows of terraced houses or in the notorious 'back to back' houses where overcrowding and inadequate sanitation meant that fevers and infectious diseases were easily spread. Chances' workers who lived, nearby, in Scotch Row near the glass-works were constantly ill until R. L. Chance had drains and paving laid down in the early 1840s; at once there was a remarkable improvement in health.

Cartographic evidence depicts rapid development at the site which had begun by 1888 and continued into the 20th century (Figs 6-7). This was terraced housing, probably of the 'two-up two-down' design, with privies or outhouses being shared between several properties. While the housing built on the site of the proposed development was probably of a higher standard than that built in the mid 19th century, it may still have been regarded as a 'slum'.

In 1933 the corporation began a two-year drive to deal with unfit property, including the demolition or conversion of the 314 back-to-back houses in the borough. The outbreak of war halted slum clearance, and in 1945 6,000 of Smethwick's 21,400 houses were described as substandard. It was not until 1958 that the corporation began a full attack on substandard housing, starting with the Windmill Lane area. Extensive clearance was still in progress in 1971.

No information was found relating to the terraced housing on King Street, however the houses are still visible on the 1956-58 OS map, so it is possible that they may have been demolished as part of the clearance programme which began in 1958.

Map regression

Henry Jacob's survey of 1828 (Fig 4) depicts the landscape surrounding the site as largely open and agricultural in nature apart from the Birmingham and Smethwick Canal, completed the previous year, which crosses from west to east slightly to the south. Industrial elements such as the Boulton and Watt works are evident in the vicinity of the canal. To the south-west of the site, Popes Bridge crosses the canal at the 'bottom lock'. A small cluster of houses centred on 'The Navigation' public house and a lock office lie on the north side of the canal and here the road immediately splits into Ruck of Stones Lane to the west and the road to Handsworth (Later Downing Street) to the east. The area of the site lying to the east of this cluster of buildings is shown as part of an open area of ground called Garden Close, and cutting slightly into a long rectangular plot, orientated north-east by south-west. The Hockley Brook which runs to the east of the site denotes the boundary of the parishes of Harbourne and Handsworth.

The Tithe map of 1842 (Fig 5) depicts considerable development to the south of the canal but to the north there is little change except a few more buildings in the vicinity of 'The Navigation.' The area of the site is still shown as open ground. The terrier for the Tithe was not available for viewing at the time of this study.

On the 1st edition Ordnance Survey map of 1888 (Fig 6) the landscape is far more urban in nature. The street layout has been formalised and there are roads leading northwards from Downing Street. The site lies between Mornington Road to the east and Pope Street to the west. The eastern part of the site of the proposed development (fronting onto Mornington Road) is shown under terraced housing with outhouses, with long narrow gardens to the rear. The south-eastern part of the site, at the corner of Mornington road and Downing Street is shown as a trapezoidal plot, perhaps a field. King Street does not yet exist and the western part of the site is shown as open ground with mature trees. The Cambrey Works (HER MSD5519), marked as a chandelier and gas fittings works, is shown to the east of Mornington Road and the large area of the Railway Carriage and Wagon works (HER-DSD627) joins the railway to the north.

On the 1904 OS map, the trapezoidal plot on the corner of Mornington Road and Downing Street has been filled with terraced housing facing onto Downing Street with substantial outhousing to the rear. Terraced housing has also been built to the west, including the north-west and western part of the site, accessed by King Street, shown as a narrow lane. These comprise rows of houses with small gardens to the front, which are open to the rear, with a small outhouse to the rear of every fourth house. A narrow passage runs north-west between the gardens of the rows facing King Street and those facing Mornington Road, while a narrow lane accesses this from King Street (running east to west) towards the north of the current site. There are three large, irregular shaped fields to the north and west of King Street. The wider landscape is now dominated by terraced houses and industry.

On the 1917 OS map (Fig 8), King Street has been widened, by the removal of the front gardens of the terraced housing. Two of the three irregular fields have been amalgamated into an open area, while on the 1937 map (Fig 9) the northernmost one has been divided into long thin rectangular plots. By 1956-58, these fields have been infilled with large buildings with the street being developed into a close.

On the 1980 1:10,000 OS map, the rows of terraced housing have all been cleared. On the site of the current Prestige Street and roughly the same size, a large almost square building is depicted. To the rear in a large square plot, a rectangular building is depicted, orientated east to west.

5 Heritage assets

5.1 Designated heritage assets

There are no scheduled ancient monuments, registered battlefields, registered parks and gardens or wrecks within the study area.

Conservation Areas

The following is based on Upson (2003):

The proposed development site is located immediately to the north of the Smethwick Summit, Galton Valley Conservation Area (Plate 12), a narrow canal corridor along the Birmingham Canal from Smethwick Junction to Bromford Stop. It contains the two parallel canals crossing Smethwick Summit. The original Brindley Canal of 1768-9 known as the Old Main Line (OML) was lowered under a scheme (attributed to John Smeaton) in 1790. In 1829-30 a parallel and deeper canal was cut, Telford's New Main Line (NML).

The site of the proposed development lies north of Zone 7 of the Conservation Area, where the canal is 'flanked by large-scale old and modern industry'. However the site lies immediately north of Zone 7a which lies beyond the high ground of the Smethwick Summit. This area provided prime development land adjacent to the canal and was therefore one of the first areas to be heavily developed in the late 18th century by industry. Significant buildings and remains survive of some of these early industries, most notably at the Soho Foundry, and provide a rapidly disappearing example of the former historic character of the wider area. This zone includes the site of Brindley's original bottom lock (HER 1478-MBL2571) and the Old Navigation Inn (HER 2857-MBL2742), a public house shown on the 1828 map and an integral part of canal life around the Smethwick locks.

Listed Buildings

The Bottom Lock (HER 1478-MBL2571) (Plates 10 and 11), c 300m south-west of the proposed development site) is a Grade II Listed Building. It probably dates from 1790 when the original Smethwick summit level of 1769 was lowered to that of Wolverhampton pound. It was constructed of brick with sandstone kerbstones partly replaced by concrete. There are cast-iron sluice gears at the upper and lower ends. The lock formed part of the 1790 scheme to improve congestion by the addition of three locks parallel to Brindley's lower three. It is the bottom lock in a flight of three bringing the (OML) down from Smethwick Summit. The locks were by-passed when the Smethwick cutting on the Birmingham level was completed in 1829.

5.2 Undesignated heritage assets

The site of the proposed development is located within an Area of Potential Archaeological Importance (APAI).

Evered's Surrey Works (HER 13467-MBL5362; HER 13475-MBL5370, c 200-300m west of the proposed development site) are described in the HER as a complex of buildings of various dates from 1866, with the west-facing elevation being of some architectural interest, marked as Surrey Works (Gas Fittings etc.) on the 1st edition OS map.

Ruck of Stones Farm (site) (HER 13473-MBL5368) was a late 16th century farm, accessed by Ruck of Stones Lane, now Lewisham Road. It is described in the HER as one of the larger early houses in Smethwick, assessed for tax on four hearths in 1666. The house was demolished in the 1880s. The site's location is approximate. According to the VCH the site of the farm-house became part of Evered's Surrey Works (HER 13467-MBL5362).

The Birmingham Carriage and Wagon Works (HER DSD627, 190m north of the proposed development site) (Plate 5) are described in the HER as a long brick-built range, along Mornington Road. The bricks are a mix of red stretchers and blue headers. This elevation has a series of seven separate piles ending gable end to the street. These are of similar design but not quite identical.

The Old Navigation Inn (HER 2857-MBL2742) (Plate 10) is located c 100m south-west of the proposed development site. Falkoner, K quoted in the HER report for this site described the Old Navigation Inn as a 'Good example of a large canalside pub catering for the traffic at the Smethwick Locks.' The pub is marked on the 1828 map as well as the 1842 Tithe map. It is now derelict with windows boarded up. The pub sign reads 'The New Navigation Inn'.

The Wattville Road Chapel (HER-MSD5520, c 220m north east of the proposed development site) is described in the VCH as a nondenominational chapel. In the HER the building is described as built mainly of red brick but with limited decoration in blue and yellow bricks (Plate 7). The building had been extended to the north in the past, but that extension has been demolished.

Cambray Works (HER MSD5519, c 120m north east of the proposed development site) now comprise the remains of some late 19th century industrial buildings, few of which are intact. The largest is probably one half or more of a longer two storey brick range with dentilled eaves and segmental headed windows. A former carriageway through the range has been infilled.

Tramway Company Offices (HER 13470-MBL5365 c 110m south west of the proposed development site) (Plate 3), built c 1907-10, have an interesting façade of red brick. They now house a garage.

The Power Generating Station (HER 13469-MBL5364, c 90m south of the proposed development site) is described in the HER as having been built by Birmingham Council in 1898 and transferred to Birmingham and Midland Tramway Co. in 1907 (Plate 3).

The Industrial Works Building (HER-13471-MBL5366, c 170m south-east of the proposed development site) is described in the HER as a large brick industrial 'shed' to east of generating station. Cartographic evidence suggests a 1920s-30s date, though it appears to be slightly earlier.

Pope's Bridge (AHA001, c 250m south-west of the proposed development site) is a modification of the original Bridge which carried Bridge Street over Brindley's Bottom Lock (Plate 11). It was modified to accommodate the parallel lock of 1790, with a roving bridge attached to the west side, and again to allow road widening. The bridge retains evidence of Brindley's Bottom Lock within a much altered fabric which documents its history (from Upson 2003).

5.3 Potential heritage assets

Cartographic evidence suggests that the area of the site lay within gardens until the 20th century, when increased industrialisation of the area led to large numbers of terraced cottages to be built to house the workers and their families. The site itself appears to have lain between terraces fronting onto King Street and Mornington Road, largely within the gardens but probably encompassing the back walls of the former houses. When these were cleared, the site was used for warehousing and storage as well as offices.

There is a potential for the survival of the footings of early 20th century terraced houses and their outbuildings within the site. This potential is likely to have been compromised by the construction of successive buildings on the site and associated ground modification and is therefore considered to be low.

There is a low potential for the survival of archaeological remains from earlier periods and although the site lies close to the former line of the Hockley Brook, it is thought that the potential for survival of prehistoric or Roman remains within the site is minimal.

6 Assessment of the significance of heritage assets

6.1 Designated assets

There are no scheduled ancient monuments, registered battlefields, registered parks and gardens or wrecks within the study area.

6.1.1 Listed building

Smethwick Bottom Lock (HER1478-MBL2571) is located c 150m west of the site of the proposed development and is not visible from the site.

6.1.2 Conservation Area

The site of the proposed development lies just outside of Zone 7a of The Smethwick Summit, Galton Valley, Conservation Area. This area owes its character especially to the presence of an industrial hinterland associated with the canal. Significant buildings and remains survive of some of these early industries, most notably at the Soho Foundry, and provide a rapidly disappearing example of the former historic character of the wider area. Additionally this zone includes the site of Brindley's original Bottom Lock and the Old Navigation, shown on the 1828 map and an integral part of canal life around the Smethwick Locks.

English Heritage (2011) recommends that a heritage asset in its setting is influenced by other factors as well as by views; such as noise, dust and vibration as well as by our understanding of the historic relationship between places.

The Smethwick Summit, Galton Valley, Conservation Area has a character defined not only by the canal and engineering works associated with the canal, but also with the industrial heritage in the immediate hinterland. Development carried out in the vicinity of the conservation area can be mitigated by incorporating a reference to this industrial heritage into its design and landscaping.

6.2 Undesignated assets

6.2.1 Historic buildings

The wall of the Birmingham Carriage and Wagon Works (HER DSD627) is an imposing presence along Mornington Road, to the north of the site of the proposed development. The site of the proposed development is visible from this heritage asset (Plate 6).

The Wattville Road Chapel (HER-MSD5520) is a distinctive building on Wattville Road, clearly no longer used as a chapel, it is now derelict, with a sign for 'Season's Palace' on the roof. The site of the proposed development is partially visible from the Wattville Road chapel and the chapel is visible from the site (Plate 8).

Cambray Works (HER MSD5519) are located on Wattville Road and Downing Street. They are partially visible from the site of the proposed development and the site is visible from the Cambray Works (Plates 8 and 9).

The Tramway Company Offices (HER 13470-MBL5365) have a distinctive frontage onto Downing Street, across the road from the Old Navigation Inn as well as from the site of the proposed development. Due to the location of the extension of the Prestige Suite, further development at the site will not be visible from this heritage asset (Plate 4).

The Power Generating Station (HER 13469-MBL5364) is located directly across the road from the Prestige Suite. The frontage of this heritage asset is a red brick wall, with corrugated iron buildings visible behind. Due to the location of the extension of the Prestige Suite, further development at the site will not be visible from this heritage asset.

The Industrial Works Building (HER-13471-MBL5366) is located to the south-east of the Power Generating Station. The site of the proposed development is not visible from this heritage asset.

Ruck of Stones Farm (site) (HER 13473-MBL5368), Evered's Surrey Works (HER 13475-MBL5370; HER 13467-MBL5362) are located on Lewisham Lane, 200 to 300m west of the site of the proposed development. They are not visible from the site of the proposed development.

The Old Navigation Inn (HER 2857-MBL2742) is located c 100m west of the site of the proposed development, and is not visible from the site.

Pope's Bridge (AHA 001), is located c 120m west of the site of the proposed development and is not visible from the site.

6.2.2 Sites of archaeological interest

There are no known sites of archaeological interest in the site.

7 The impact of the development

7.1 Impacts during construction

It is considered that impacts during construction will have a **not significant** effect on the historic environment.

7.2 Impacts on sustainability

The historic environment is a non-renewable resource and therefore cannot be directly replaced. However mitigation through recording and investigation also produces an important research dividend that can be used for the better understanding of the area's history and contribute to local and regional research agendas (cf NPPF, DCLG 2012, section 141).

7.3 Residual impacts

The development site is visible from several undesignated heritage assets within a conservation area and construction of an extension will therefore have an impact on their setting. However, it is considered that as the area is now one of light industry and modern warehousing, the addition of an extension, similar in nature to the existing Prestige Suite will have a **not significant** impact on the setting of these assets.

The site lies within an area which was formerly of considerable industrial importance on a national level, particularly in relation to metallurgical industries. In that respect, elements of the design of the proposed extension which reflect Smethwick's industrial past may be regarded as making a **beneficial** contribution to the area.

7.4 Unknown impacts

The development has the potential to disturb or destroy unknown buried archaeological assets but in the absence of known archaeological assets pre-dating the industrial period and in the light of known land use since the early 19th century, it is considered unlikely that features of archaeological significance survive within the development site.

8 Recommendations

It is considered that the effects of development on the setting of heritage assets visible from the site and the potential for disturbance of unknown buried heritage assets are not significant and therefore no further archaeological mitigation is recommended.

9 Publication summary

Worcestershire Archaeology has a professional obligation to publish the results of archaeological projects within a reasonable period of time. To this end, Worcestershire Archaeology intends to use this summary as the basis for publication through local or regional journals. The client is requested to consider the content of this section as being acceptable for such publication.

A desk-based assessment for the historic environment was undertaken at 14 King Street, Smethwick, Sandwell, West Midlands (NGR 40275 28925). It was undertaken on behalf of Brooke Smith Planning.

The site lies c 1km to the north-east of Smethwick town centre. On a map of 1828 the site is depicted as an area of gardens to the north of the Birmingham and Smethwick canal which had been completed the previous year. The setting of the site shown is very rural in nature comprising sinuous roads crossing an agricultural landscape. Throughout the 19th century the area became increasingly industrialised as large companies such as Richard Evered & Son tube makers and The Birmingham Wagon Co set up in the area. The railway arrived in Smethwick in 1852.

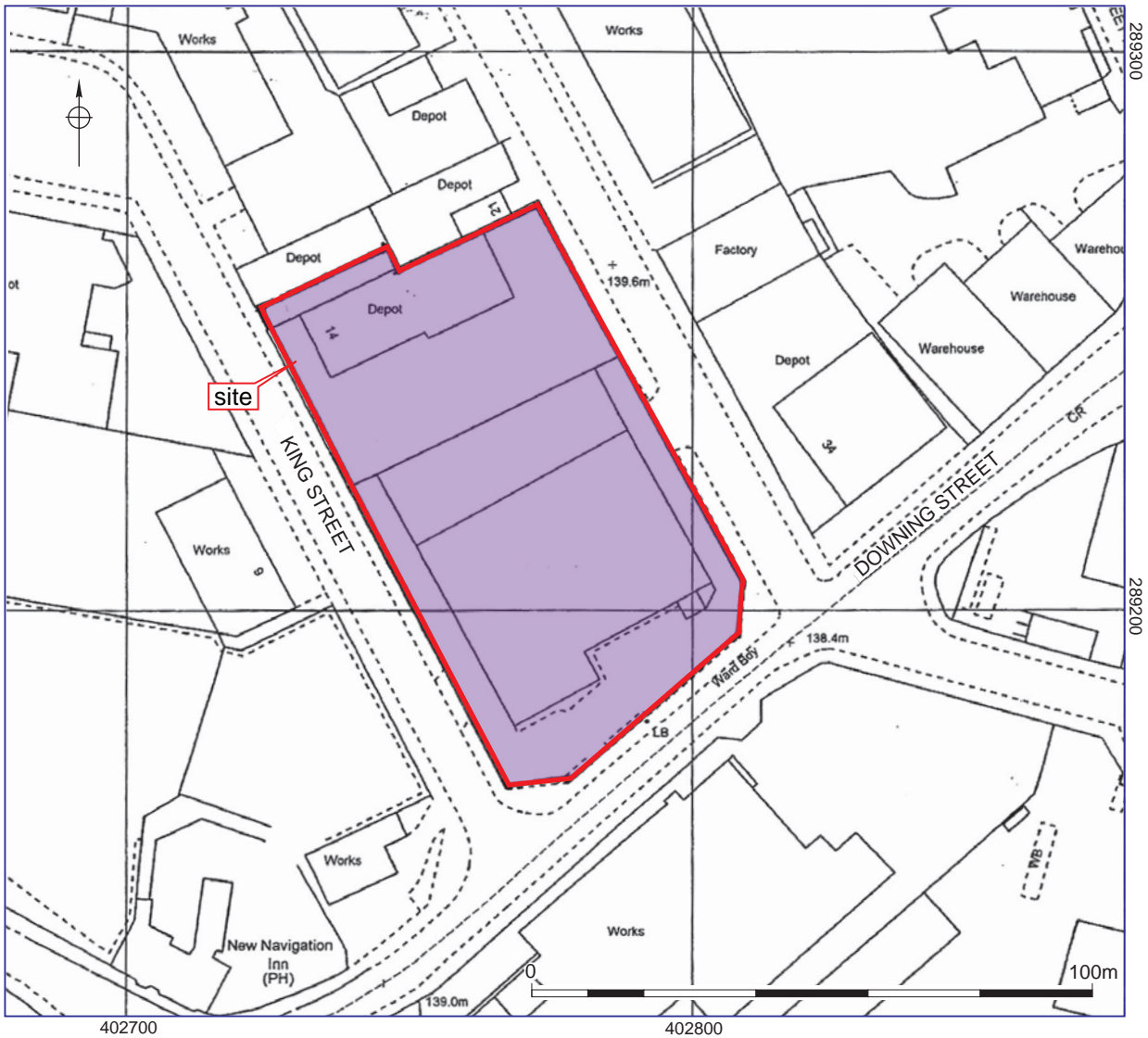
By the time of the 1st edition Ordnance Survey map the site lies within an area of terraced housing and the eastern part of the site is an area of terraces fronting onto Mornington Road to the east whilst the larger part of the site appears to have been open ground with mature trees. By 1904 King Street is partially built as a close and subsequently it is widened and extended to become a street. In the second half of the 20th century the terraces were demolished, probably following the Housing Act of 1936, which aimed to remove unsuitable housing. The area was then used for light industry until the recent construction of the banqueting suite.

It is concluded that, apart from the potential survival of the foundations of the back walls of late 19th century or early 20th century terraced houses and outhouses, there is little potential for the survival of archaeological remains on the site. It is not considered that the proposed development will have a significant impact on the setting of heritage assets within the study area.

10 Acknowledgements

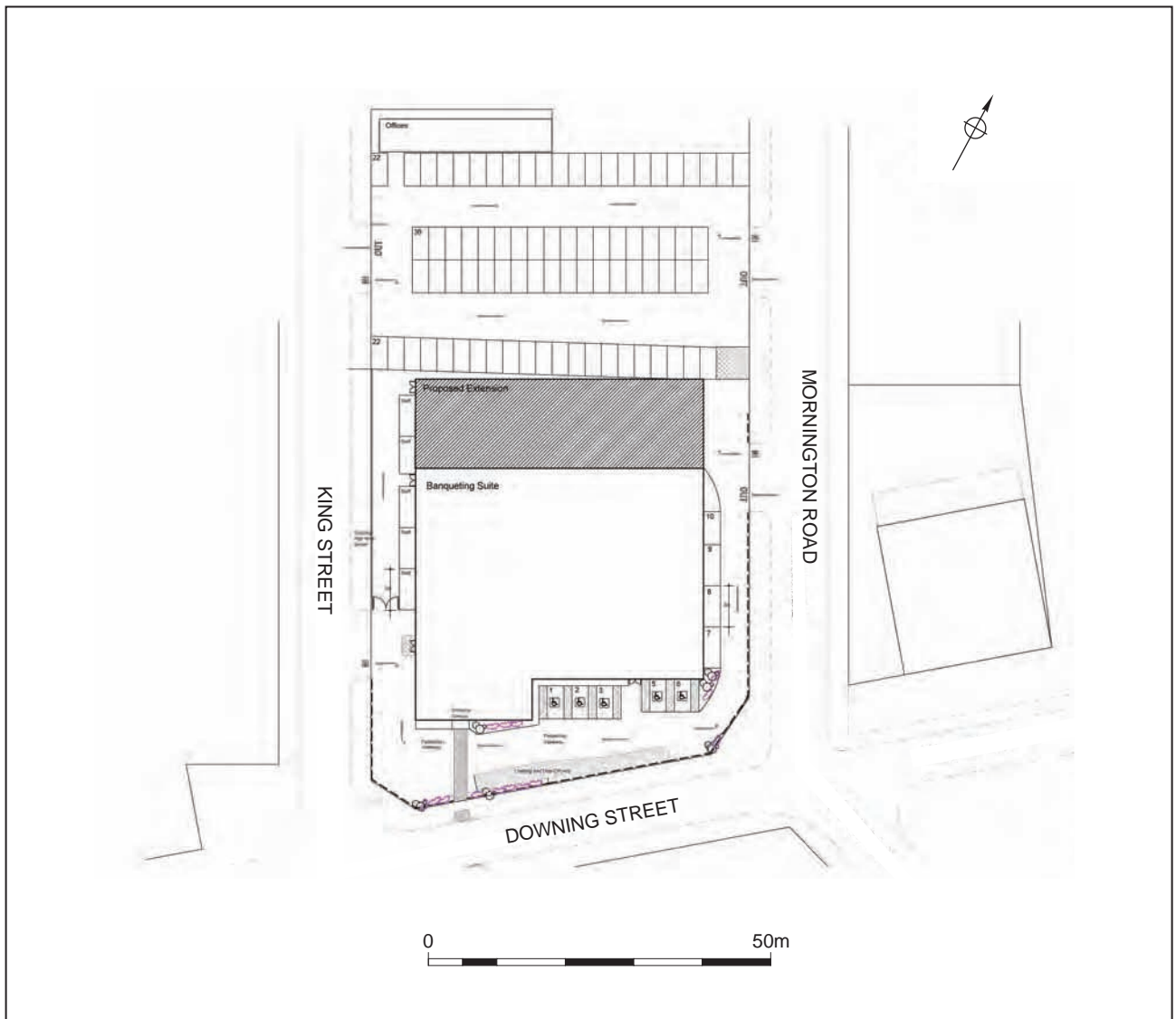
Worcestershire Archaeology would like to thank the following for their kind assistance in the successful conclusion of this project, Emily Vyse (Brooke-Smith Planning), Mark Watkins and Mark Stretton, Planning Department, Sandwell Metropolitan Borough Council.

Figures



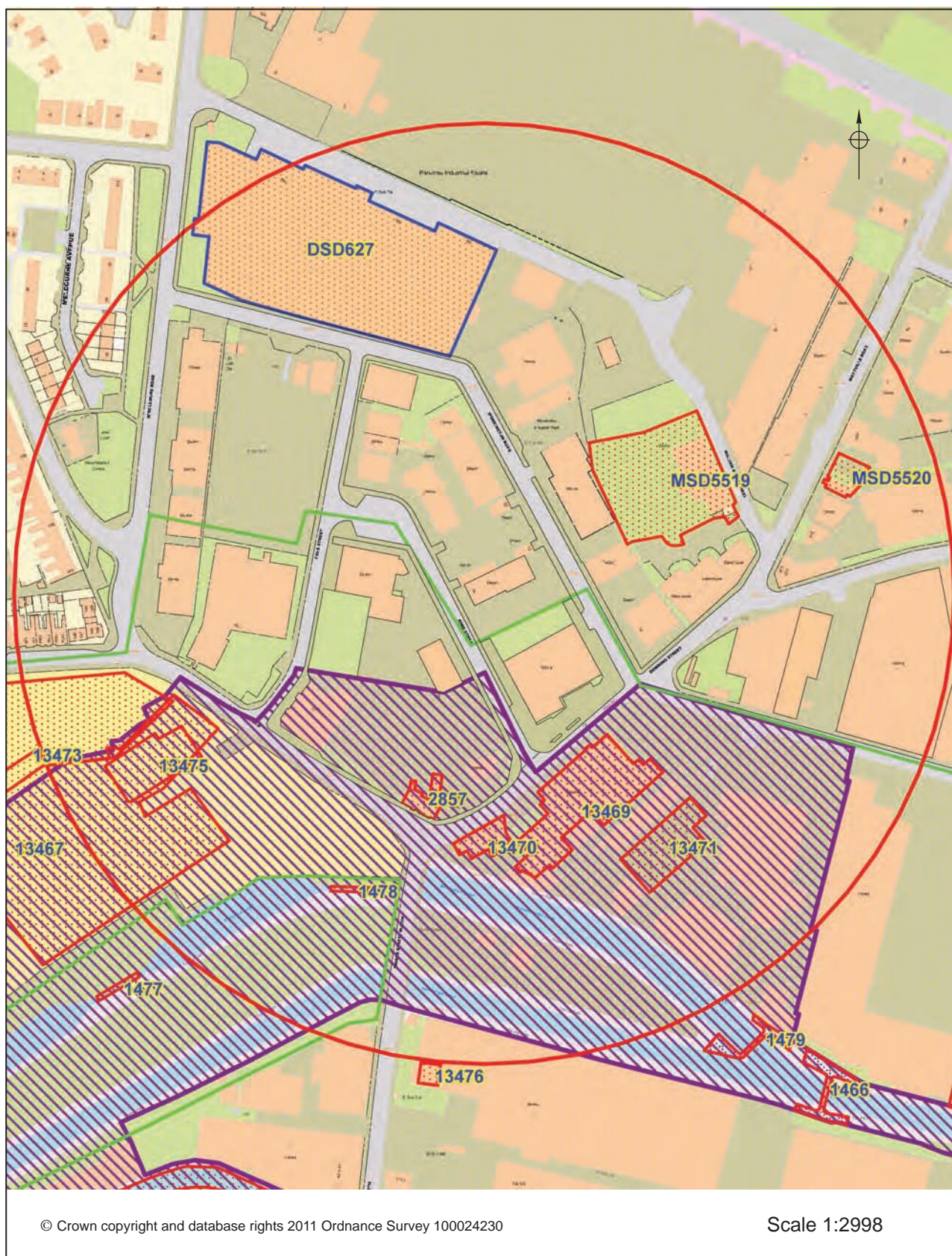
Location of the site

Figure 1



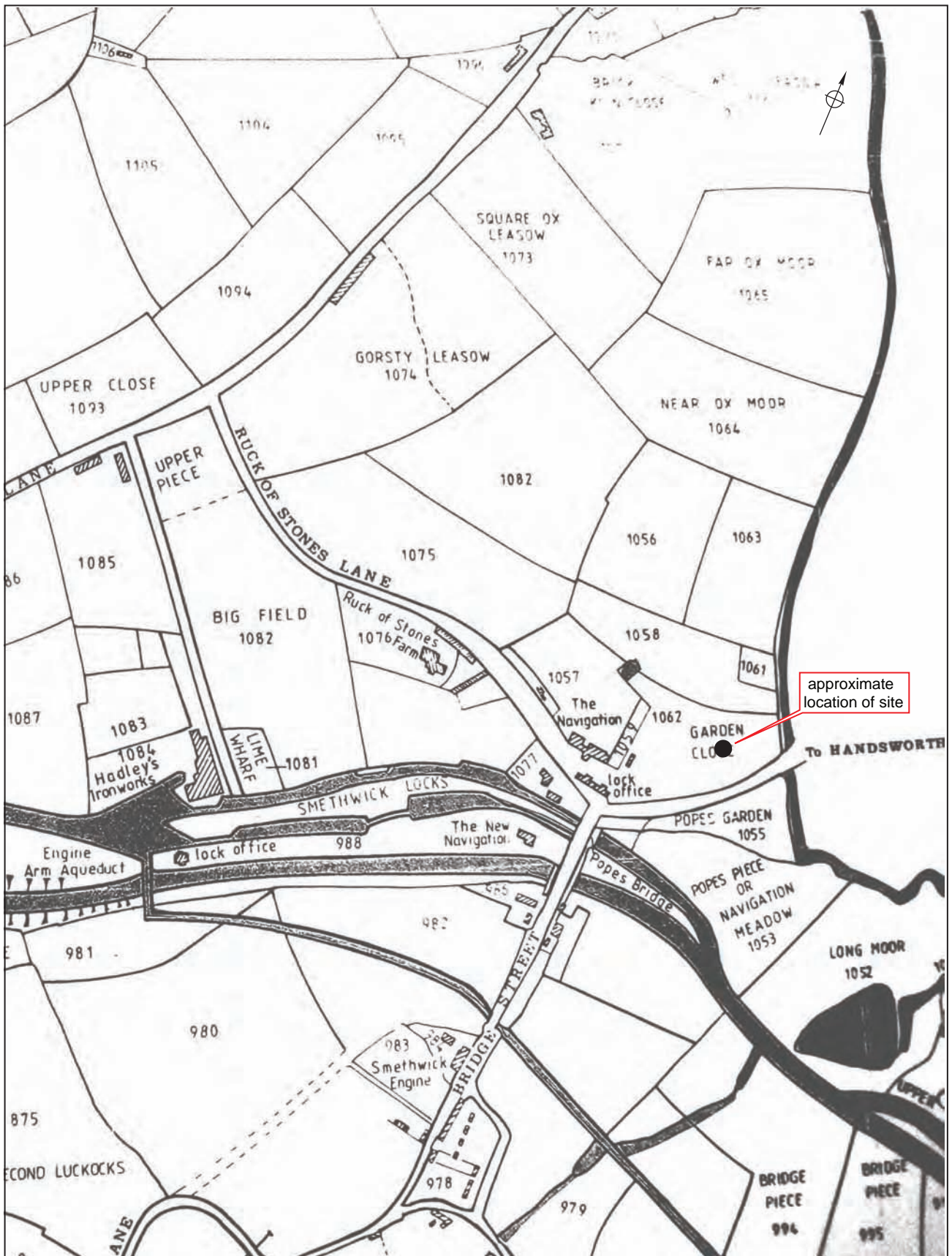
The proposed development (based upon Upson & Co Drg No 987)

Figure 2



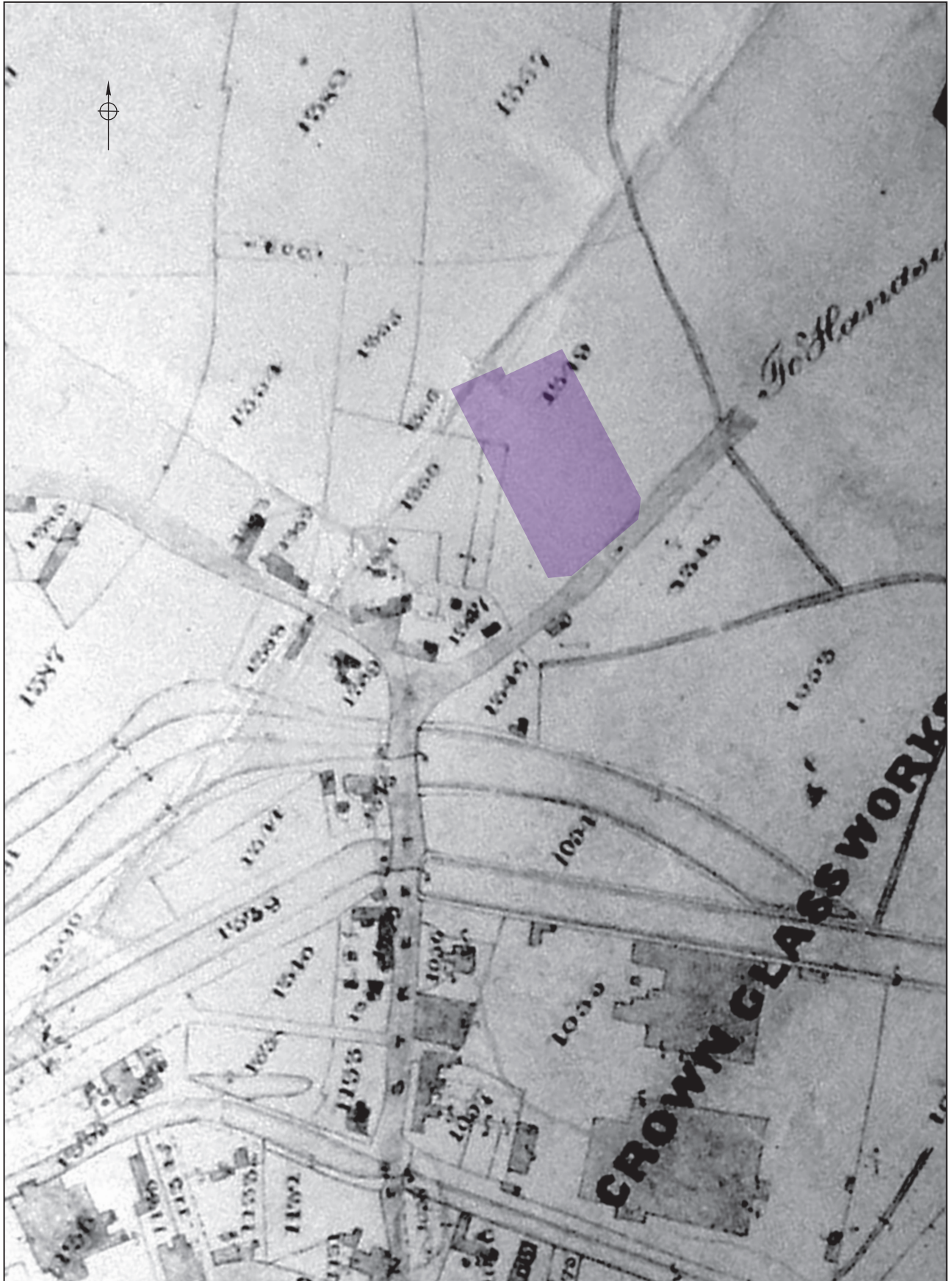
Extract from Sandwell HER showing Study Area

Figure 3



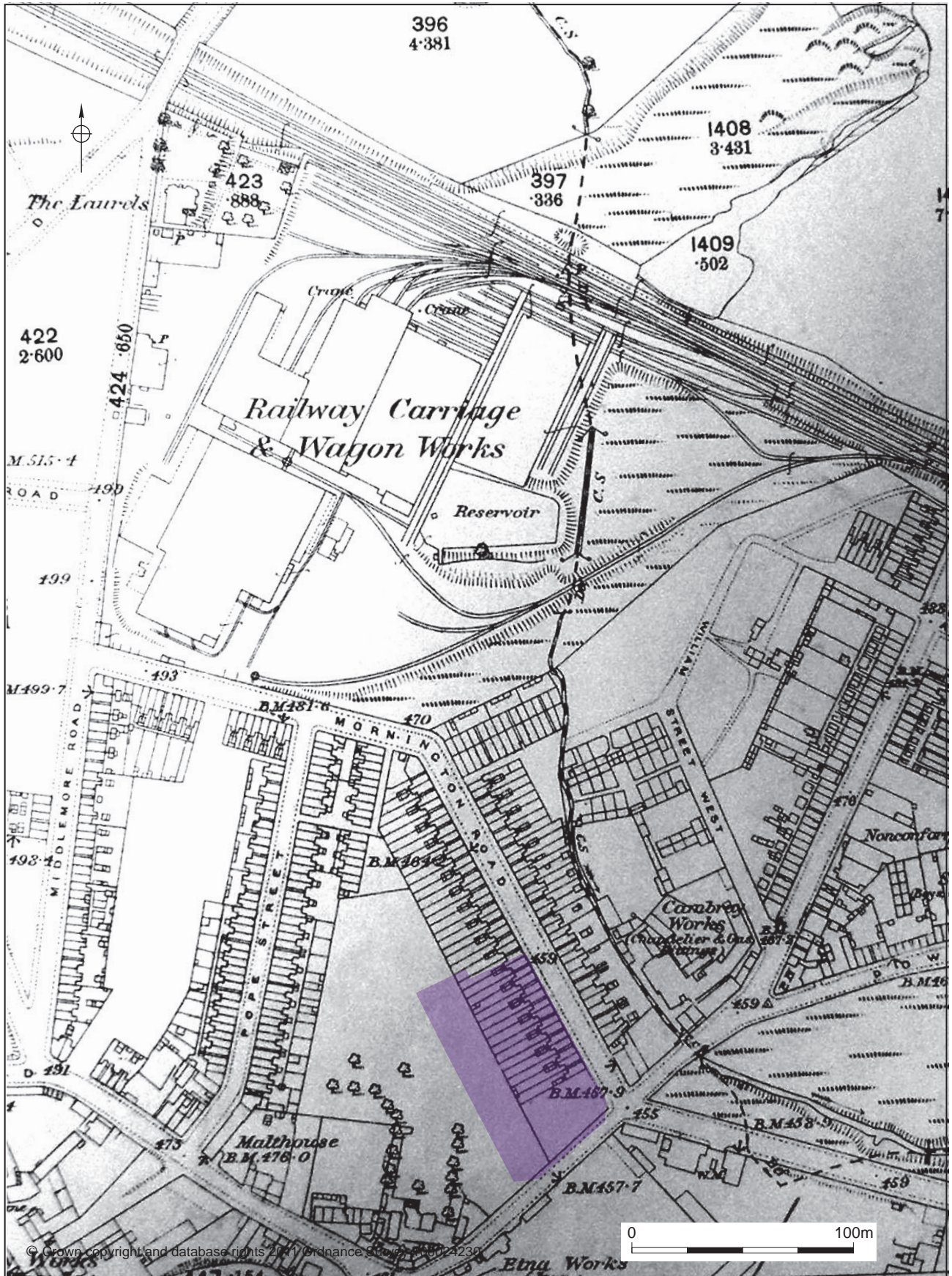
Extract of replica based on Henry Jacobs 1828 survey of Birmingham

Figure 4



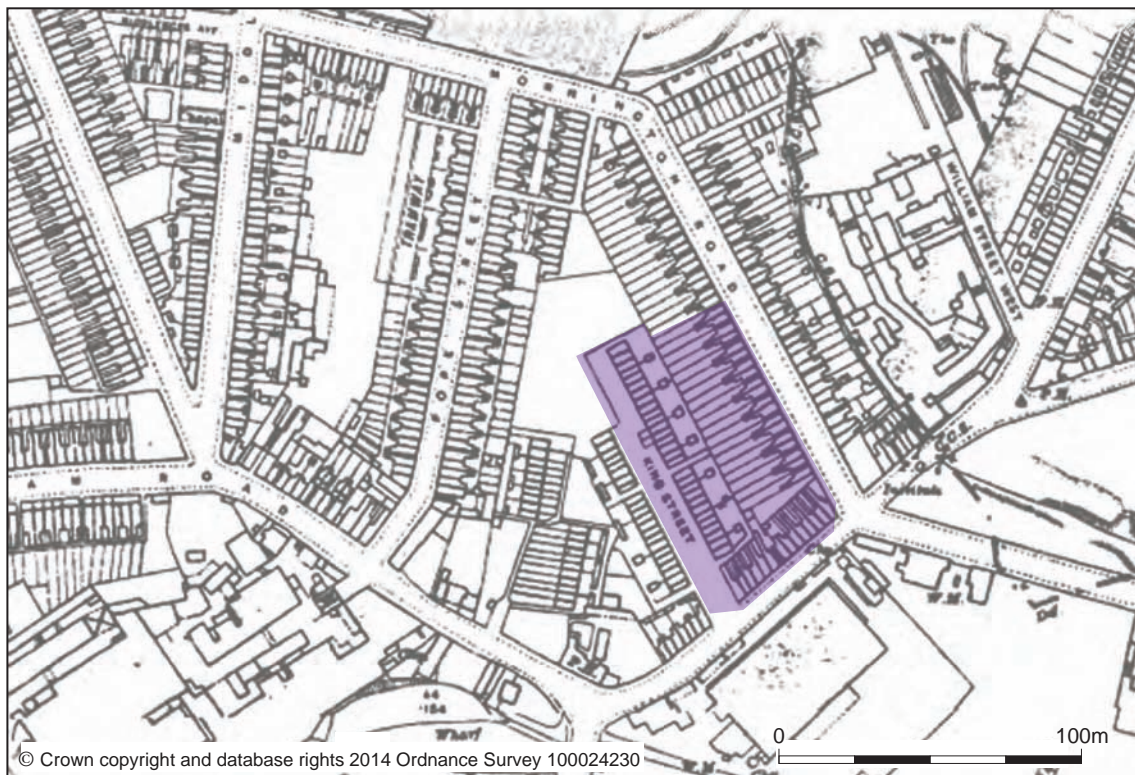
Extract of 1842 Tithe Map of the Parish of Harborne

Figure 5



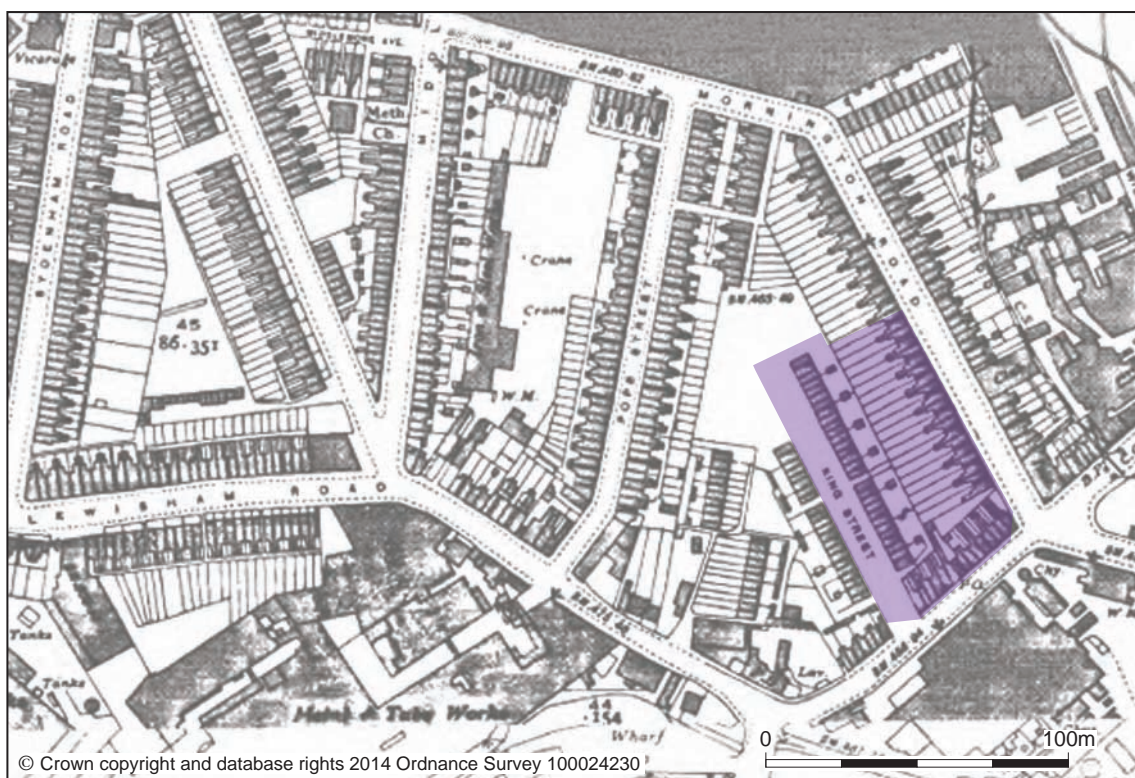
Extract of OS 1st Edition, 1887

Figure 6



Extract of OS 1917 map

Figure 7



Extract of OS 1937 map

Figure 8

Plates



Plate 1 Site from north-east, showing location of proposed extension to rear of Prestige Suite



Plate 2 Plot to rear, showing warehouses to be demolished and slight revetment between plots



Plate 3 Power Station and Tramway offices frontage onto Downing Street, south-east of the site



Plate 4 Existing Prestige Suite from Tramway offices



Plate 5 Birmingham Carriage and Wagon Works, from south-west



Plate 6 View south-west towards the site from the Birmingham Carriage and Wagon Works



Plate 7 Wattville Road Chapel from west



Plate 8 Cambray Works and Wattville Road Chapel from proposed extension



Plate 9 Looking west toward the site from Cambray Works



Plate 10 Bottom Lock with Old Navigation Inn in background, from south-west



Plate 11 Bottom Lock with Pope's Bridge in background



Plate 12 Birmingham Canal to south of the site

Appendix 1 Heritage assets registered with the Historic Environment Record (those within the application site are indicated in bold)

HER ref. (and legal status)	Site name	NGR	Record type	Date	Description
HER 1478-MBL2571	Bottom Lock	SP 0267 8909	Monument	Post medieval (1700AD-1799 AD)	Grade II Listed Building. Probably dates from 1790 when the original Smethwick summit level of 1769 was lowered to that of Wolverhampton pound. Brick with sandstone kerbstones partly replaced by concrete. Cast-iron sluice gear at upper and lower ends. The locks were by-passed when the Smethwick cutting cutting on the Birmingham level was completed in 1829.
HER 2857-MBL2742	Old Navigation Inn	SP 0271 8914	Monument	Post Medieval (1800 AD-1899 AD)	Old Navigation Inn, Lewisham Ro. Good example of large canalside pub catering for the traffic at the Smethwick Locks.
13467-MBL5362	Evered's Surrey Works	SP 0248 8911	Building	Post medieval to Modern (1540 AD to 2050 AD)	Complex of buildings of various dates from 1866. West-facing elevation of some architectural interest/townscape merit. Marked as Surrey Works (Gas Fittings etc) on OS 1 st edition.
13469-MBL5364	Power Generating Station	SP 0278 8913	Building	Post Medieval to Modern (1540 AD to 2050 AD)	Built by council in 1898 and transferred to Birmingham and Midland Tramway Co in 1907
13470-MBL5365	Tramway Company Offices	SP 0274 8911	Building	Modern (1901 AD to 2050 AD)	Offices of Tramway Company built c 1907-10
13471-MBL5366	Industrial works building	SP 0283 8911	Building	Modern (1901 AD to 2050 AD)	Large brick industrial 'shed' to east of generating station. Cartographic evidence suggests a 1920s-30s date, though appears slightly earlier.
13473-MBL5368	Ruck of Stones Farm (site)	SP 0249 8916	Building	Post Medieval (1540 AD to 1900 AD)	Late 16 th century farm. One of larger early houses in Smethwick, assessed for tax on four hearths in 1666. House demolished in 1880s. Location is approximate.
13475-MBL5370	Former building of Evered's Surrey Works	SP 0256 8915	Building	Modern (1901 AD to 2050 AD)	Former building of Evered's Surrey Works. C 1900 building of banded brickwork. Part of Evered's extended Surrey Works, first established on site 1866. Not shown on OS 1 st ed but building on similar footing is shown on subsequent OS maps of 1900s onwards.
MSD 5519	Cambray Works, Downing Street	SP 02837 89309	Building	Post medieval to Modern (1890 AD to 2050 AD)	Remains of some late 19 th century industrial buildings, few of which are intact. The largest is probably one half or more of a longer two storey brick range with dentilled eaves and segmental headed windows. A former carriageway through the range has been infilled.

MSD5520	Wattville Road Chapel	SP 02933 89311	Building	Post Medieval to Modern (1850 AD to 2050 AD)	A small non-conformist chapel, built mainly of red brick but with limited decoration in blue and yellow bricks. The main front elevation has a central doorway flanked by crudely blocked windows with two-centred heads and topped by a blocked roundel in the gable; beneath that is a plain blocked inserted window. There appear to have been three windows in each side wall, all blocked as well. The building had been extend to the north in the past, but that extension has been demolished. The chapel s in a derelict state.
DSD627	Birmingham Railway and Carriage Works site, Mornington Road	SP 0266 8943	Building		Long brick-built range, part of the BR&C works, along Mornington Road. The bricks are a mix of red stretchers and blue headers. This elevation has a series of seven separate piles ending gable end to the street. These are of similar design but not quite identical.

Appendix 2 Additional heritage assets identified by the desk-based assessment (those within the application site are indicated in bold)

Additional heritage asset	Site name	NGR	Source	Date	Description
AHA 001	Pope's Bridge	SP 0270 8909		Post-medieval	Original Bridge carried Bridge Street over Brindley's Bottom Lock. Modified to accommodate parallel lock of 1790, with roving bridge attached to west side, and again to allow road widening. Retains evidence of Brindley's Bottom Lock within much altered fabric which documents its history.